



The RM005 FM in platinum, named after Brazilian F1 driver Felipe Massa, whose initials first graced last year's ultra-light RM009. The blue and yellow colours (relatively garish for Richard Mille) are a nod to Massa's 2005 F1 team BMW Sauber. Available in 40 pieces.

Material Progressions

i Last year, *QP* writer Nick Foulkes used the term 'garage brand' to describe Richard Mille's watches, and he wasn't far off. He was using the term to describe the 'upstart' whose hi-tech creations have been on the market for just five years, yet have managed to attract attention and admiration from the public and industry insiders - admittedly with the help of Audemars Piguet's justly famous Renaud & Papi studio. But this was just the start, as Theodore Diehl, Richard Mille's Head of Communications and chief enthusiast tells *QP*. The transition to real brand status will be truly crystallised by 2006's panoramic collection.

Theodore Diehl

One of the most noticeable features of Richard Mille's 2006 collection is the use of colour. This is surprising for anyone familiar with the Frenchman's oeuvre, which has - with the possible exception of last year's RM007 *haute joaillerie* ladies' model - thus far banked on the unmistakable aesthetic of hi-tech, brushed-metal utility. For the first time, colour makes an appearance in two special editions of the automatic RM005. This model, characterised by a variable-geometry rotor, carries the 'FM' postscript first assigned to last year's RM009 tourbillon, designed in honour of F1 driver and brand fan Felipe Massa (see Issue 14). It is no surprise that the

RM005 FM's colours are meant as a celebration of Felipe Massa's racing period at BMW Sauber and his new start with the Ferrari racing team in 2006.

However, unlike the ultra-light RM009 FM, which was brought out in 25 pieces, the RM005 FM will be created in 300 pieces with micro-blasted titanium cases and 40 pieces in platinum. The colours used in the platinum version are taken from his former team - blue/yellow with a touch of green - and the titanium version takes its cue from the Brazilian flag of his homeland, with green and yellow (see cover).



supporting constructs have been uniquely integrated as a single space-frame, made from a special Inox steel alloy and titanium. Both were chosen for their resistance to corrosion and fatigue as well as thermal and mechanical shocks. The overall effect of the tubular frame is a striking one. Without any flat, solid surfaces, the movement appears incredibly (and ironically) sparse and delicate.

RM012 has an aluminium-alloy winding barrel, going train and tourbillon cage made of Anticorodal 100 (AlMgSi1), composed of aluminium, magnesium and silicon - normally used in skyscrapers, ships and sports cars. Not quite as extreme as the ultra-light ALUSIC alloy, used in satellites and the RM009, but an interesting enough alloy with its low mass inertia, endurance and dynamic strength, the special ability to absorb vibrations and a high resistance to corrosion and wear. Other features include a power reserve of 42 hours, blue jewels set in titanium chatons and a Breguet-Philips balance spiral. It will be produced in a series of 30 pieces worldwide, in a platinum case.

Into the blue

Something completely different for Richard Mille in 2006 is the new oceanic theme now entering the collection. The RM014 and RM015 are two nautical wristwatches, both of which have been inspired by the existing RM 002-V2 (tourbillon) and RM 003-V2

(Above) Perhaps the most outrageous of Mille's 2006 collection is the tubular-skeleton RM012 watch. 'Anticorodal 100' aluminium alloy is used for the winding barrel, going train and tourbillon cage. (Right) The RM005 calibre has been skeletonised for RM010, and given a slightly fuller, red-gold case.

The 005 calibre is also the basis of the new automatic RM010 model. Its skeletonisation process took more than 10 months to finalise, as there could be no compromise in the movement's strength or ability to withstand shocks. A lot of attention was spent on testing various versions of the skeletonised titanium baseplates before the final pattern of cutaways was chosen. With the same dimensions as the RM 003-V (48 mm x 39.3 mm x 13.84 mm) it is the answer to those who like the RM 005-1 but prefer fuller dimensions. Plus, the movement (one of the thinnest available with central rotor) is now even more intriguing to behold.

The matrix

With inspiration drawn from 20th century architectural forms, the new RM012 is the world's first 'tubular' tourbillon, and the most exciting of Richard's launches this year. The functions of both baseplate and bridge as



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(tourbillon plus second time-zone) models and developed in collaboration with the extraordinary yacht-builder Perini Navi. From its shipyards in Viareggio, Italy, Perini has been creating exceptional sailing yachts for many years, supplying true 'dream boats' to the ultra-rich with no expense spared. Perini often gives its clients a watch when their yachts are delivered, so it was no surprise that a chance meeting with Richard Mille quickly led to discussion and the decision to collaborate. Both firms shared a similar concept of engagement in the pursuit of excellence and the development of new technical solutions and materials. As is clear from the computer sketch shown here, the new RM014 (with identical features to its RM002-V2 counterpart) has very different details to the typical Mille watch, all reminiscent of life on

the waves. The striations mimic a boat's wooden decking and even Mille's trademark screws have given way to their nautical counterparts.

The carbon nanofibre baseplate of the V2 pieces (first tested with RM006) is present in both versions, as well as the power reserve and torque indicators, although they have been given a new position in the movement. In the final drawings, only finished in mid-February, even the tourbillon cage profile and various bridges had shapes inspired by Perini Navi yachts. Most notable is perhaps the crown, which has the shape of a windlass. Integrating new impulses such as these, whilst still sticking to the essential concept set-out only a few years ago, shows that Richard Mille is now moving out of the garage. ◉

(Above) The new RM014 is effectively the RM002-V2 (the RM002 tourbillon model with carbon nanofibre baseplate), but updated stylistically to reflect Mille's collaboration with Italian yacht-builder Perini Navi. Note the use of the Italian 'C', 'N' and 'L' on the function indicator, in place of the 'W' (winding), 'N' (neutral) and 'H' (hand-setting) that is usually found on RM tourbillons.